

BookletChart™

Chesapeake Bay

NOAA Chart 12280

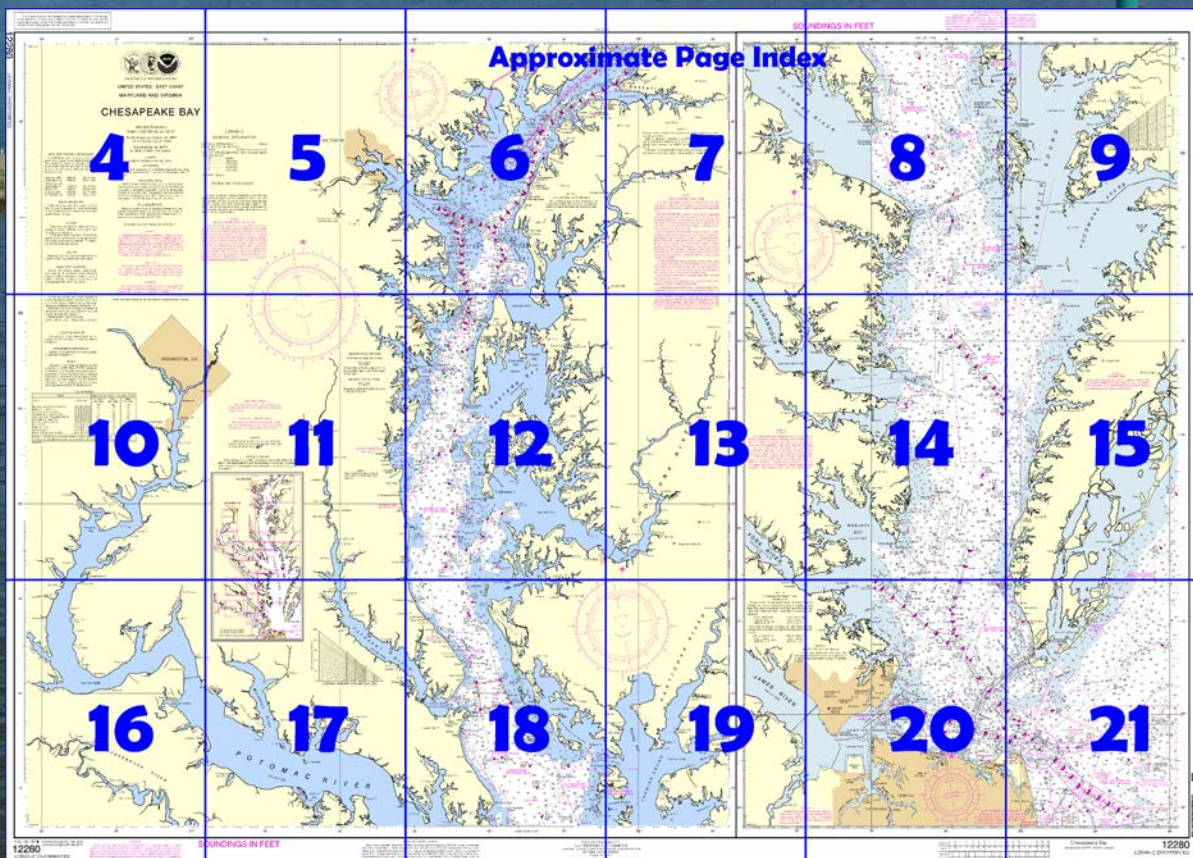


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=3.



(Selected Excerpts from Coast Pilot)

Chesapeake Bay, the largest inland body of water along the Atlantic coast of the United States, is 168 miles long with a greatest width of 23 miles. The bay is the approach to Norfolk, Newport News, Baltimore, and many lesser ports. Deep-draft vessels use the Atlantic entrance, which is about 10 miles wide between Fishermans Island on the north and Cape Henry on the south. Medium-draft vessels can enter from

Delaware Bay on the north via Chesapeake and Delaware Canal, and lightdraft vessels can enter from Albemarle Sound on the south via the Intracoastal Waterway.

The waters surrounding a vessel that is carrying liquefied petroleum gas are a **safety zone** while the vessel transits the Chesapeake Bay and

Elizabeth River. (See **165.506**, chapter 2, for limits and regulations.)

North Atlantic Right Whales.—Endangered North Atlantic right whales may occur within 30 miles of the Virginia coasts in the approaches to the Chesapeake Bay (peak season: November through April, although right whales have been sighted in the area year round). (See **North Atlantic Right Whales**, indexed as such in Chapter 3, for more information on right whales and recommend measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in a Seasonal Management Area existing around the entrance to the Chesapeake Bay between November 1 and April 30. The area is defined as the waters within a 20-nm radius of 37°00'36.9"N., 75°57'50.5"W. (See 50 CFR **224.105** in Chapter 2 for regulations, limitations, and exceptions.)

Chesapeake Light (36°54'17"N., 75°42'46"W.), 117 feet above the water, is shown from a blue tower on a white superstructure on four piles, 14 miles eastward of Cape Henry. The name CHESAPEAKE is displayed on all sides. A sound signal and racon are at the light. A fish haven, consisting of sunken fishing-boat hulls and marked by private unlighted buoys, is about 0.4 mile southwestward of the light.

Cape Charles, on the north side of the entrance, is low and bare, but the land back of it is high and wooded. **Wise Point** is the most southerly mainland tip of the cape. Low **Fishermans Island**, a National Wildlife Refuge, is 1 mile south of Wise Point.

The southwest end of **Smith Island** is 2.4 miles eastward of Wise Point; the island is 6 miles long, low and sparsely wooded, and awash at half tide midway along its length.

Cape Charles Light (37°07'23"N., 75°54'23"W.), 180 feet above the water, is shown from an octagonal, pyramidal skeleton tower, upper part black and lower part white, on the southwestern part of Smith Island.

Smith Island Shoal, which breaks in heavy weather, has depths of 21 feet 7.5 miles east-southeast of Cape Charles Light. Depths less than 40 feet extend another 5 miles northeastward. Outer limits of the shoal area are marked by a lighted buoy.

Nautilus Shoal, which extends 4 miles southeastward from Fishermans Island, has patches with depths of 6 to 11 feet. The buoyed channel along the southwest side of Nautilus Shoal, thence northward between Fishermans Island and **Inner Middle Ground**, had a controlling depth of about 16 feet in 1977-1980. The channel is used by local vessels drawing up to 12 feet. This channel is not recommended for strangers because of shifting shoals. In 1996, a 10-foot shoal was reported 1.5 miles S of Fishermans Island in about 37°03'31.2"N., 075°57'27.0"W.

Breakers frequently occur along the axis of Inner Middle Ground, starting on the seaward side of the Chesapeake Bay Bridge-Tunnel and continuing the entire length of the shoal. This phenomenon appears to be associated with large swells rolling in from sea from the south-southeast to southeast.

Cape Henry, on the south side of the entrance, has a range of sand hills about 80 feet high.

Cape Henry Light (36°55'35"N., 76°00'26"W.), 164 feet above the water, is shown from an octagonal, pyramidal tower, upper and lower half of each face alternately black and white, on the beach near the turn of the cape.

A **naval restricted area** extends northward and eastward from Cape Henry. (See **334.320**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk

Commander

5th CG District

Norfolk, VA

(575) 398-6231

Table of Selected Chart Notes

NOTE H

Poplar Island restoration project.
Access channel for construction
use only.

PRECAUTIONARY AREA 67
Vessels should use caution while
transiting this area due to naval operations.

HEIGHTS

Heights in feet above Mean High Water.

CHESAPEAKE BAY BRIDGES

CHESAPEAKE CHANNEL SPANS

HOR CL 1530 FT
VERT CL 182 FT

3 fixed white lights are at the center of
the southern span, over fixed green
range lights.

EASTERN CHANNEL SPANS

HOR CL 690 FT
VERT CL 98 FT

Fixed green range lights mark the center
of the southern span.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the
normal variation have been observed 3 to
17 nautical miles offshore from Cape Henry
to Currituck Beach Light.

CAUTION

Improved channels shown by broken lines are
subject to shoaling, particularly at the edges.

NOTE C

CHESAPEAKE BAY CHANNELS

The controlling depth in the channels in the
Chesapeake Bay are shown on tabulations
printed on large scale charts and are not indicated
hereon.

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The controlling depth in the channels in the
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hereon.

CAUTION

Limitations on the use of radio signals as
aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and National
Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION

Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.
During some winter months or when endan-
gered by ice, certain aids to navigation are
replaced by other types or removed. For details
see U.S. Coast Guard Light List.

SMALL CRAFT WARNINGS

During the boating season small-craft
warnings will be displayed from sunrise to
sunset on Maryland Marine Police Cruisers
while underway in Maryland waters of the
Chesapeake Bay and tributaries.

RADAR REFLECTORS

Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within
the areas of the larger scale charts are shown
thereon and are not repeated on this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed
below provide continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
as much as 100 nautical miles for stations at
high elevations.

Baltimore, MD	KEC-83	162.400 MHz
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz
Heathsville, VA	WXM-57	162.400 MHz
Norfolk, VA	KHB-37	162.550 MHz
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXK-97	162.500 MHz


AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

FISH TRAP AREAS

Fish trap areas and buoys marking these
areas are not shown on this chart. See large
scale charts.

CAUTION

Mariners are warned to stay clear of the pro-
tective riprap surrounding navigational light
structures shown thus: 

Mercator Projection
Scale 1:200,000 at Lat. 38°10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

NOTE S

Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re-
quirements for use of the sites may be obtained
from the Environmental Protection Agency (EPA).
See U.S. Coast Pilots appendix for addresses of
EPA offices. Dumping subsequent to the survey
dates may have reduced the depths shown.

NOTE J

DANGER AREA

Area is open to unrestricted surface navigation but all vessels
are cautioned neither to anchor, dredge, trawl, lay cables,
bottom nor conduct any other similar type of operation because
of residual danger from mines on the bottom.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North
American Datum of 1983 (NAD 83), which for charting
purposes is considered equivalent to the World Geodetic
System of 1984 (WGS 84). Geographic positions referred
to the North American Datum of 1927 do not require
conversion to NAD 83 for plotting on this chart.

NOTE G

CAUTION

The Chesapeake Bay Bridge-Tunnel complex has on
several occasions suffered damage from vessels due to
adverse weather conditions. Currents in excess of three
knots can be expected in the area. Mariners transiting
this area are urged to be particularly alert in regards to
the weather situation. The National Weather Service
provides 24 hour weather broadcasting on 162.55 MHz.
The Local Marine Operator also transmits weather infor-
mation at 0100, 0700, 1300, and 1900 local time on
2538 and 2450 kHz. Transmitting schedules are subject
to change, see Notice to Mariners. Maneuvering in close
proximity of the bridge-tunnel complex is discouraged.

CAUTION

This chart is not intended for navigating the tributaries
and nearshore waters of the Chesapeake Bay. Many wrecks,
obstructions and aids to navigation have been omitted from
this chart. For detailed information use larger scale charts.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilots 3 & 4. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
5th Coast Guard District in Portsmouth, Virginia or at the
Office of the District Engineer, Corps of Engineers in
Baltimore, Maryland or Norfolk, Virginia.
Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the
National Response Center via 1-800-424-8802 (toll free), or
to the nearest U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 153).

NOTE B

Chesapeake Bay Bridge-Tunnel (Private lights)

Trestles A & B - In each trestle section the fixed navigation
opening for small craft consists of a group of 3 spans. A fixed
green light marks the centerline of each span and fixed red
lights mark outermost bridge support piling on each side of the
openings.

WESTERN SPANS	EASTERN SPANS
HOR CL 70 FT	HOR CL 70 FT
VERT CL 23 FT	VERT CL 21 FT

North Channel Bridge - A fixed green light marks the mid-
channel. Fixed red obstruction lights mark each pier in Trestles
C and D.

NORTHERN SPAN	SOUTHERN SPAN
HOR CL 300 FT	HOR CL 300 FT
VERT CL 75 FT	VERT CL 75 FT

WARNING

The prudent mariner will not rely solely on any single aid
to navigation, particularly on floating aids. See U.S. Coast
Guard Light List and U.S. Coast Pilot for details.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels
operating within a No-Discharge Zone (NDZ) are completely
prohibited from discharging any sewage, treated or
untreated, into the waters. All vessels with an installed
marine sanitation device (MSD) that are navigating, moored,
anchored, or docked within a NDZ must have the MSD
disabled to prevent the overboard discharge of sewage
(treated or untreated) or install a holding tank. Regulations
for the NDZ are contained in the U.S. Coast Pilot.
Additional information concerning the regulations and
requirements may be obtained from the Environmental
Protection Agency (EPA) web site: [http://www.epa.gov/
owow/oceans/regulatory/vessel_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, and U.S.
Coast Guard.

SOURCE DIAGRAMS

The entire area of this chart is covered by larger scale charts outlined
below. See larger scale charts for Source Diagrams which outline the limits
of the most recent hydrographic survey information that has been evaluated
for charting.

NOTE D

Tolchester Sector Light A is equipped with a fixed light divided into
sectors as follows:

Light A, red sector - from 001.5° to 046°; white sector - from 046° to
047.5°; red sector - from 047.5° to 087.5°; white sector - from 087.5° to
090.5°; green sector - from 090.5° to 187°; obscured - from 187° to
001.5°.

Tolchester Directional Light is equipped with a fixed white light down
the channel centerline, visible only from 041.5° to 046.5°.

NOTE E

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart in the vicinity of Smith Point are
RECOMMENDED for all vessels except small craft. They have been designed to aid in
the prevention of collisions but are not intended in any way to supersede or alter the
applicable Rules of the Road. The recommended route is marked by a fairway buoy and
a tinted magenta band which separates the courses of inbound and outbound vessels.
Vessels should leave the buoy on their port hand.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Betterton, Sassafraz River Entrance	(39°22'N/76°04'W)	2.2	1.6	0.2
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	0.2
Chestertown, Chester River	(39°12'N/76°04'W)	2.7	2.2	0.4
Annapolis, U.S. Naval Academy	(38°59'N/76°29'W)	1.4	1.2	0.2
Washington D.C., Washington Channel	(38°52'N/77°01'W)	3.2	2.9	0.1
Cambridge, Choptank River	(38°34'N/76°04'W)	2.0	1.8	0.2
Wolf Trap Light	(37°23'N/76°11'W)	1.8	1.7	0.1
Hampton Roads, Sewell's Point	(36°57'N/76°20'W)	2.8	2.5	0.1

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels,
tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Nov 2011)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

12280

20' 10' 77° 50'

KAPP 2974



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST MARYLAND AND VIRGINIA

CHESAPEAKE BAY

Mercator Projection
Scale 1:200,000 at Lat. 38°10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.400 MHz
Washington, DC	KHB-36	162.550 MHz
Marassas, VA		
Heathsville, VA	WXM-57	162.400 MHz
Norfolk, VA	KHB-37	162.550 MHz
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXK-97	162.500 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 & 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland or Norfolk, Virginia.

Refer to charted regulation section numbers.

CAUTION

This chart is not intended for navigating the tributaries and nearshore waters of the Chesapeake Bay. Many wrecks, obstructions and aids to navigation have been omitted from this chart. For detailed information use larger scale charts.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 3 & 4 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

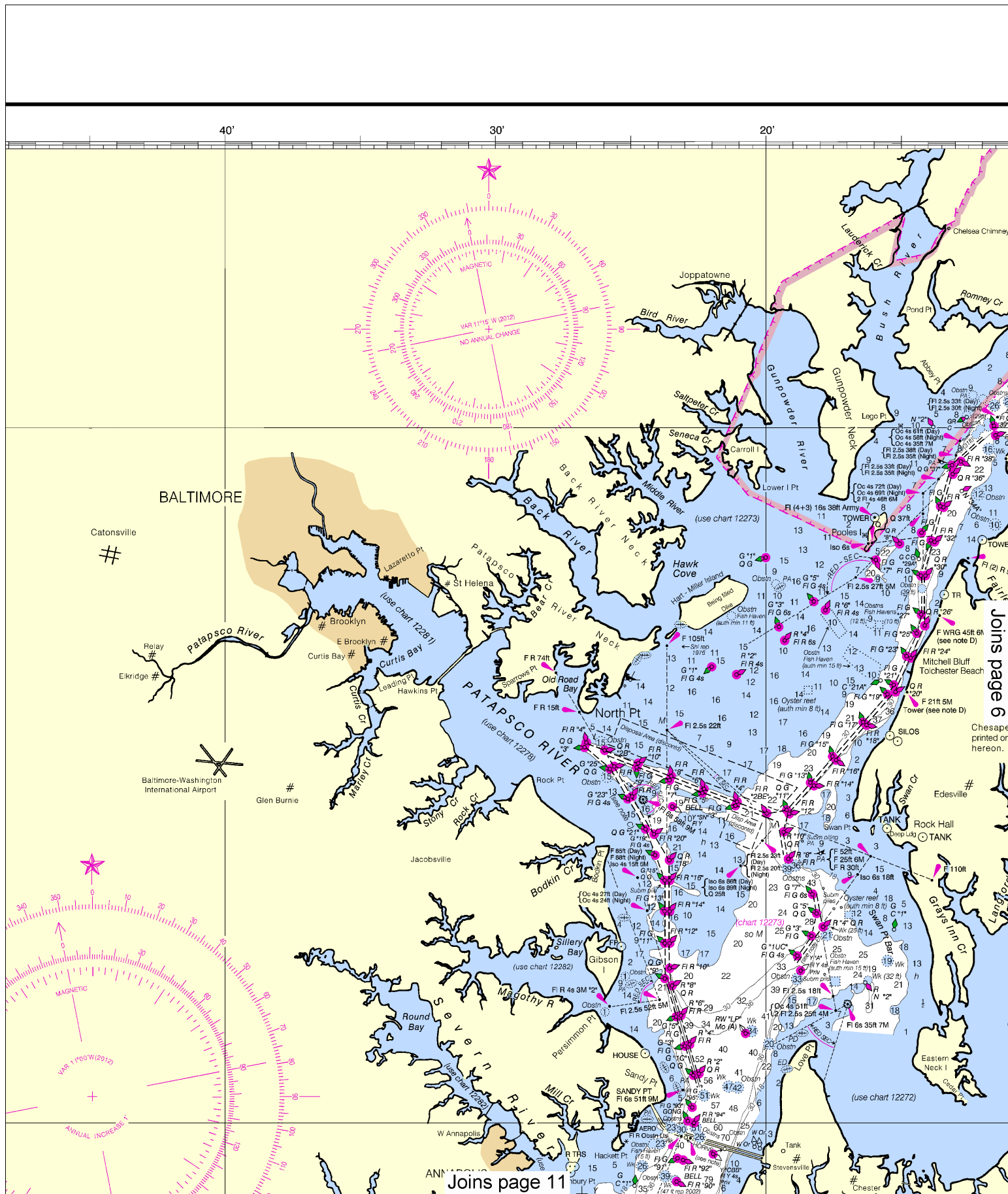
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Joins page 10

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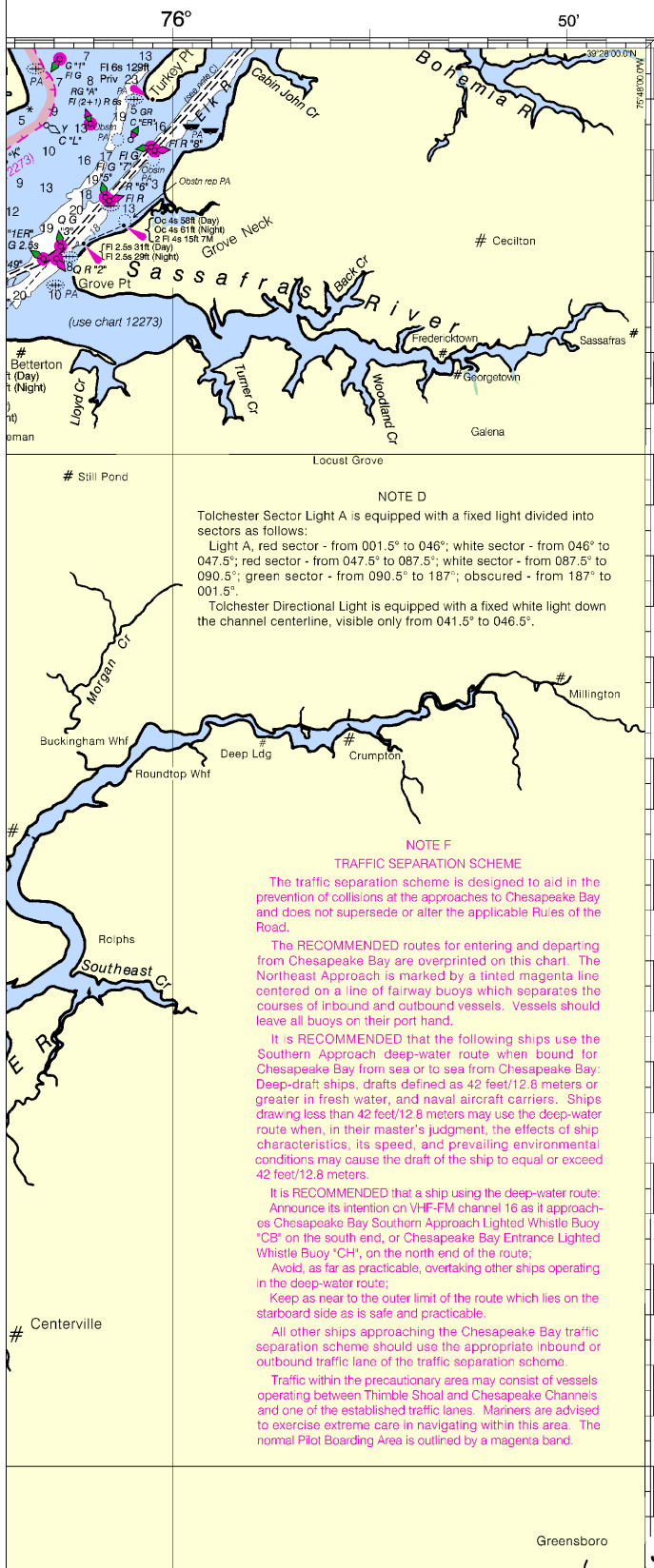
Note: Chart grid lines are aligned with true north.



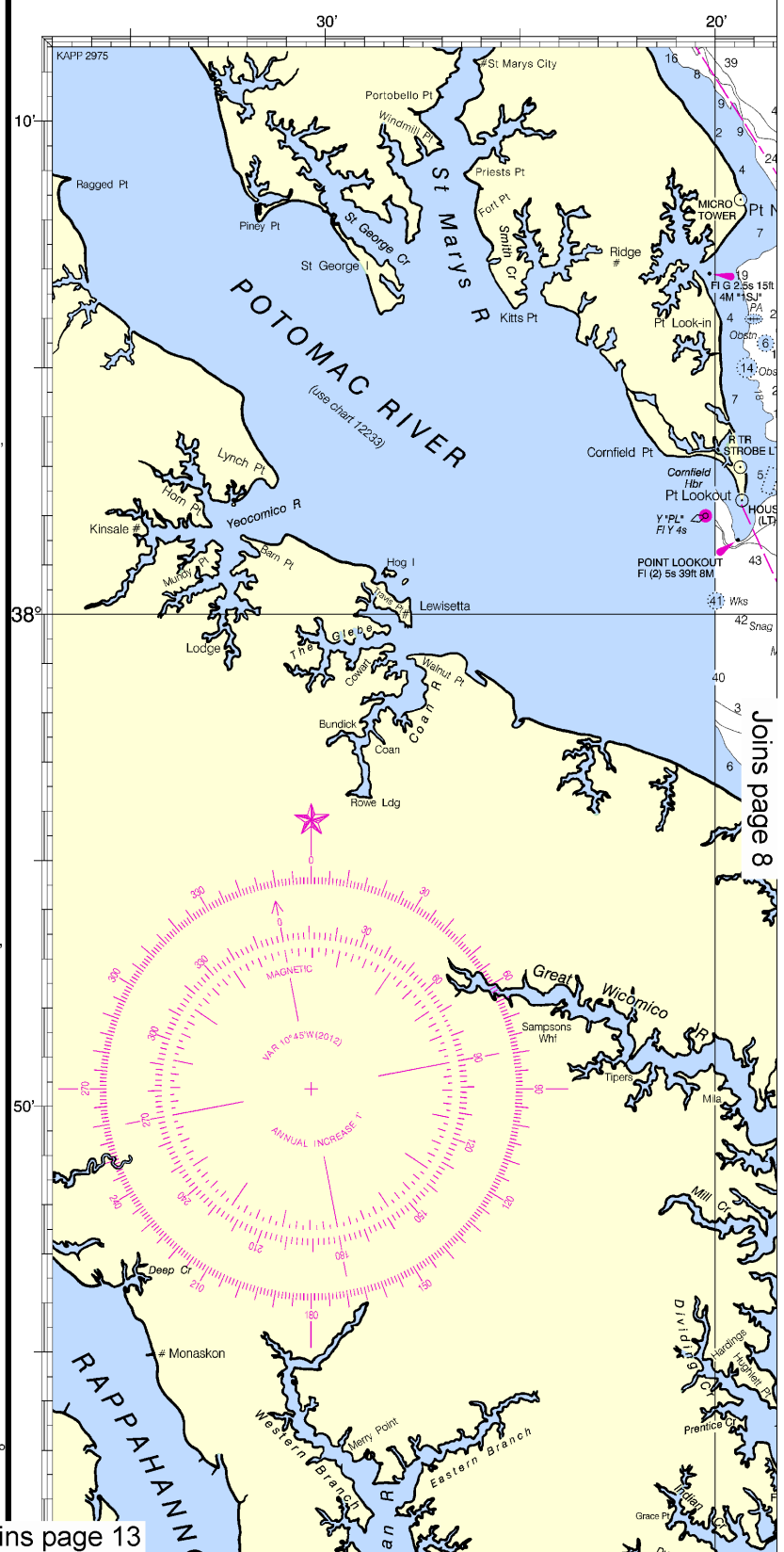
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:266667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

SOUNDINGS IN FEET

996



Joins page 13



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.

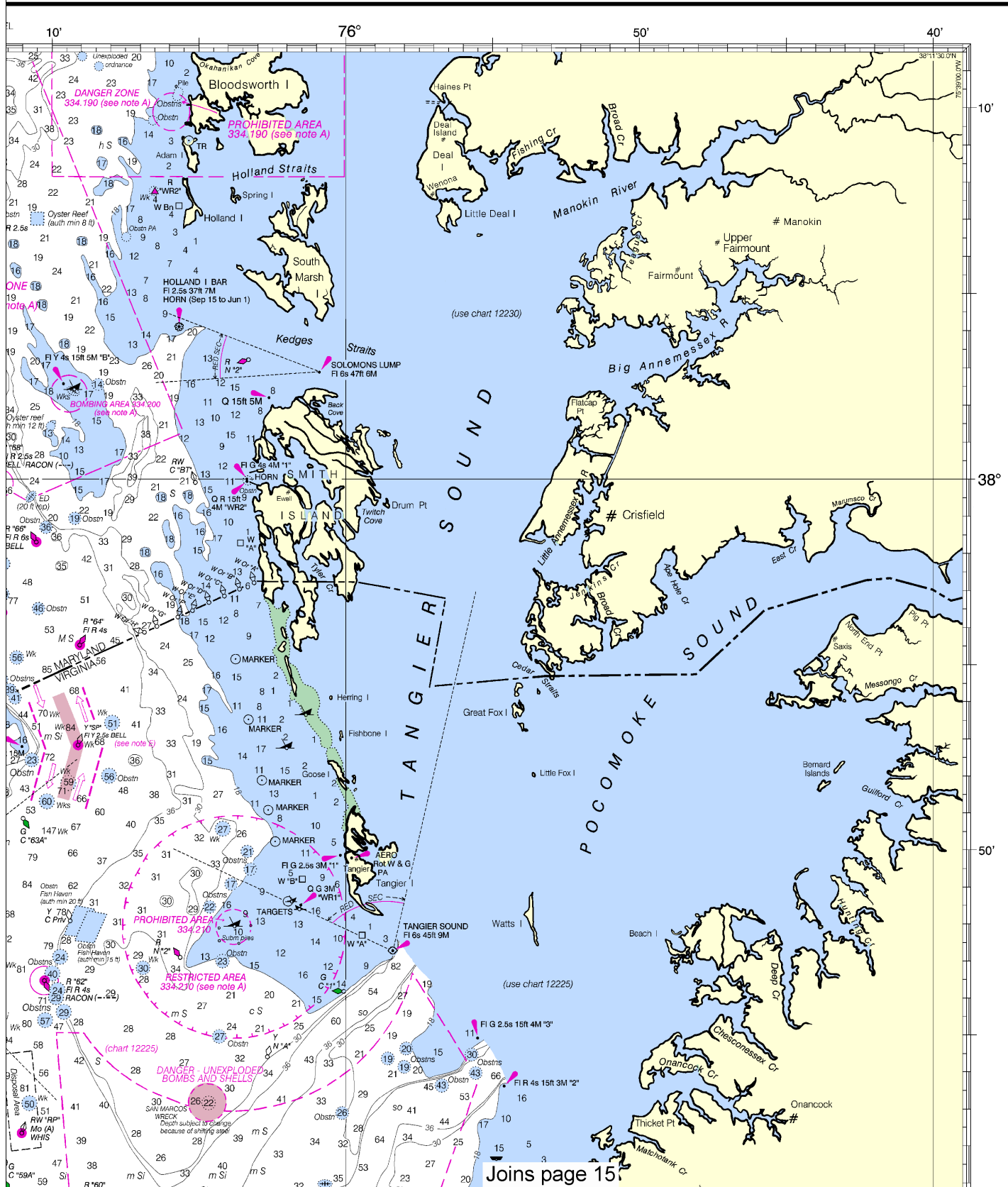
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NOTE E

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart in the vicinity of Smith Point are RECOMMENDED for all vessels except small craft. They have been designed to aid in the prevention of collisions but are not intended in any way to supersede or alter the applicable Rules of the Road. The recommended route is marked by a fairway buoy and a tinted magenta band which separates the courses of inbound and outbound vessels. Vessels should leave the buoy on their port hand.



Joins page 15.

warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

Obstructions to navigation are shown on this chart. Joins page 4. Obstructions to navigation are shown on larger scale charts.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

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WASHINGTON, D.C.

Anacostia

Giesboro Pt

Marbury Pt

Fox Ferry

ALEXANDRIA

Rosier Bluff

Broad Cr

Riverview

Placataway Cr

Marshall Hall

Bryan Pt

Whitestone Pt

Mt Vernon

use chart 12289

Sheridan Pt

Gunston Cove

Mason Neck

Hallowing Pt

Belmont Bay

Crane I

Chapman Pt

Indian Head

Glymont

Freestone Pt

Dumfries

Cockpit Pt

Quantico Cr

Quantico

Chopawamsic Cr

Stump Neck

Chicamuxen Cr

Poseys Whf

Mattawoman Cr

Port Tobacco


FISH TRAP AREAS

Fish trap areas and buoys marking these areas are not shown on this chart. See large scale charts.

CABLE AND PIPELINE AREAS

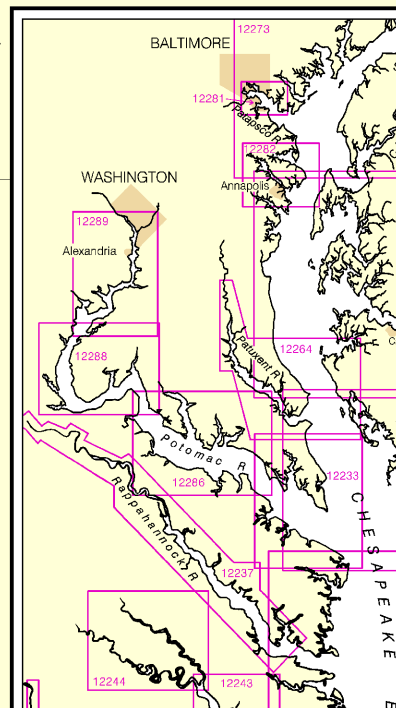
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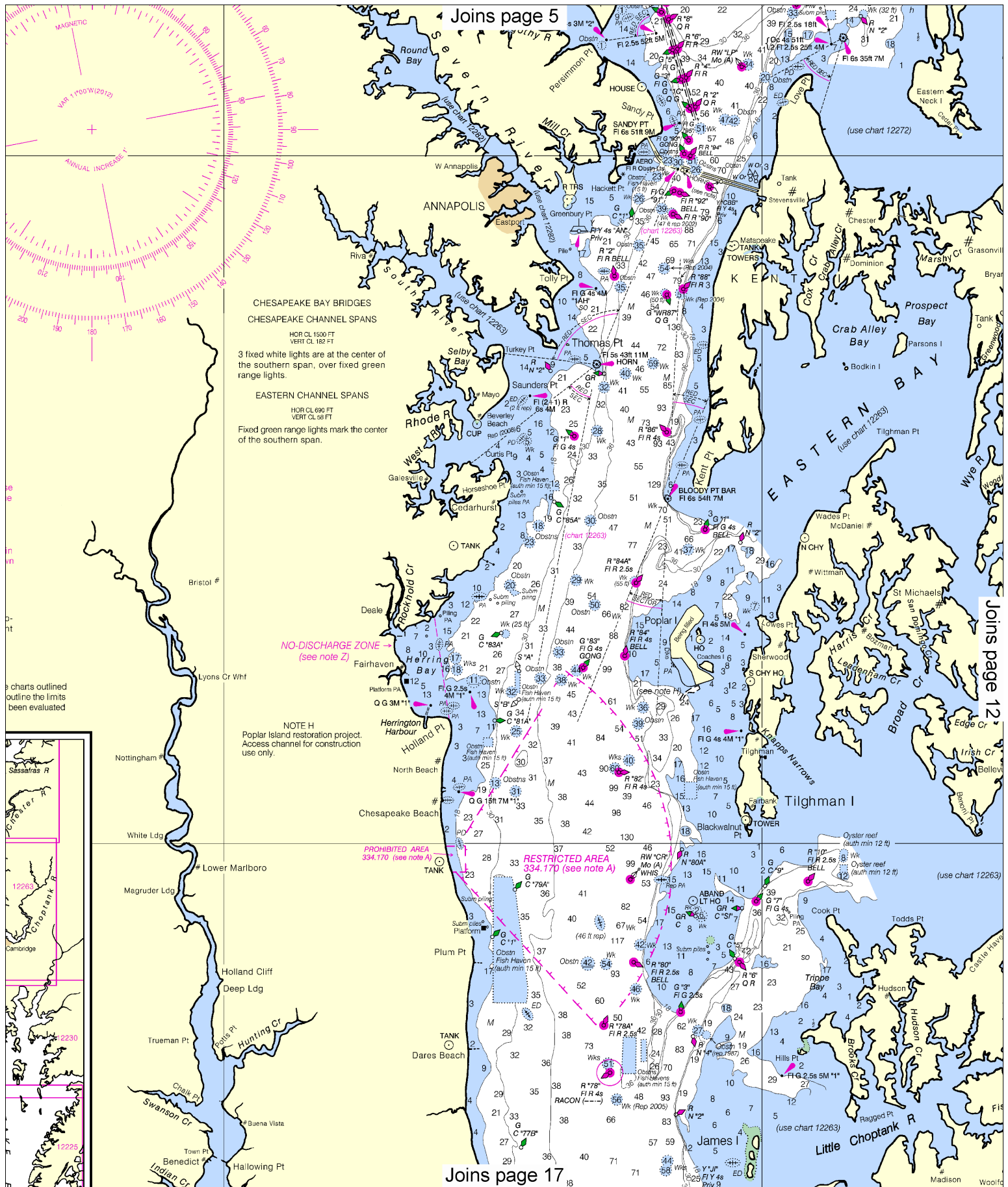
CAUTION

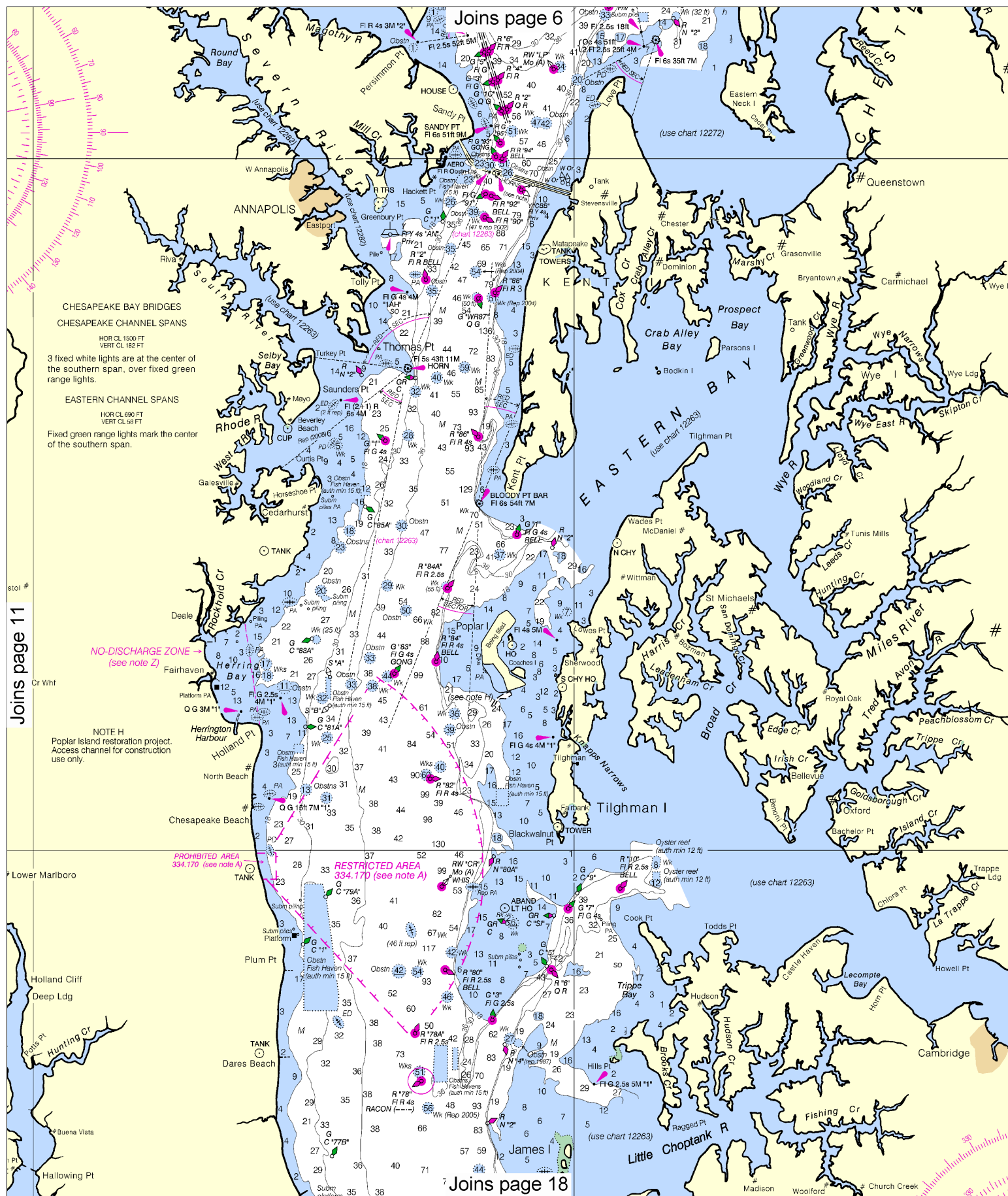
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

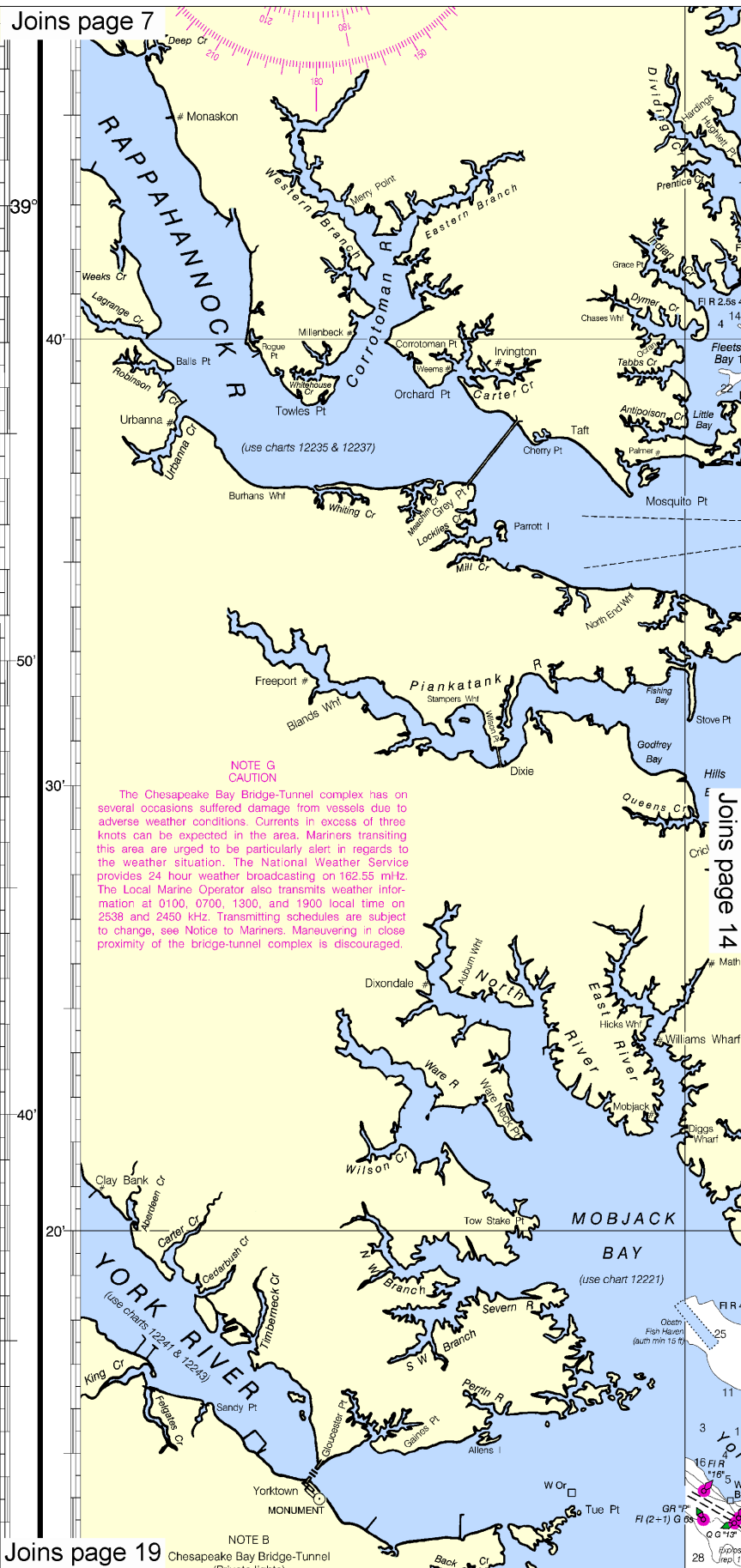
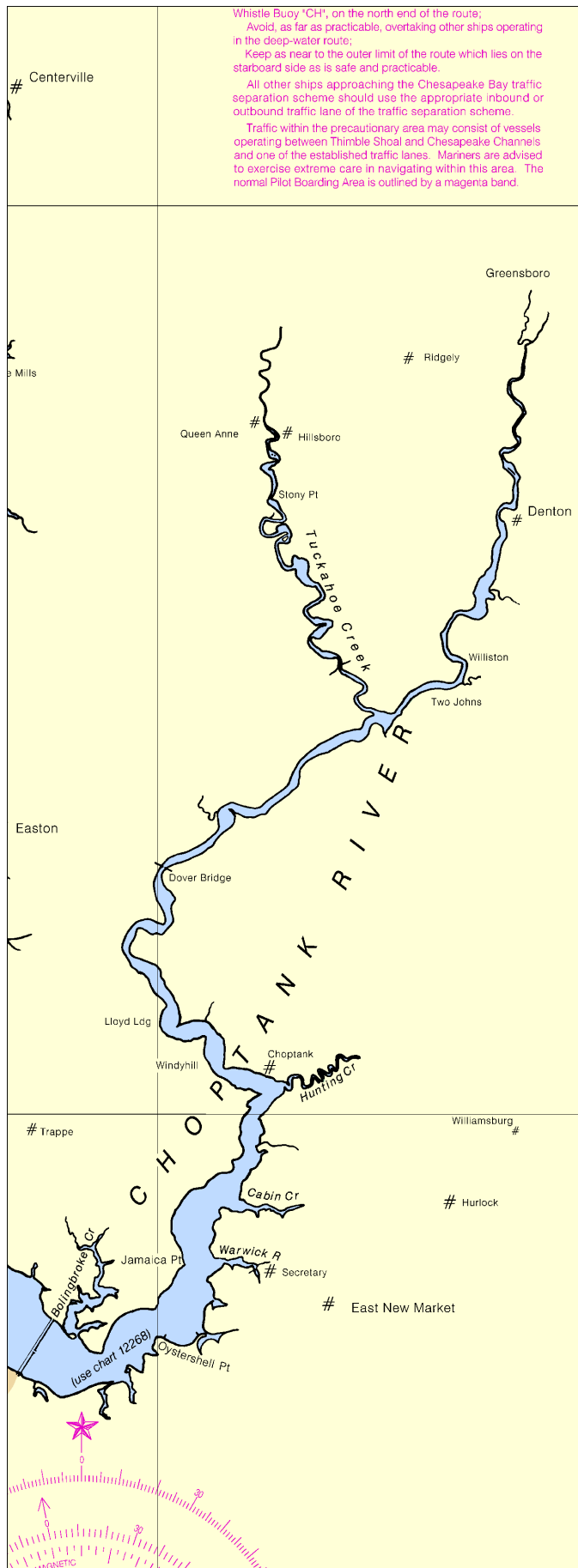
SOURCE DIAGRAMS

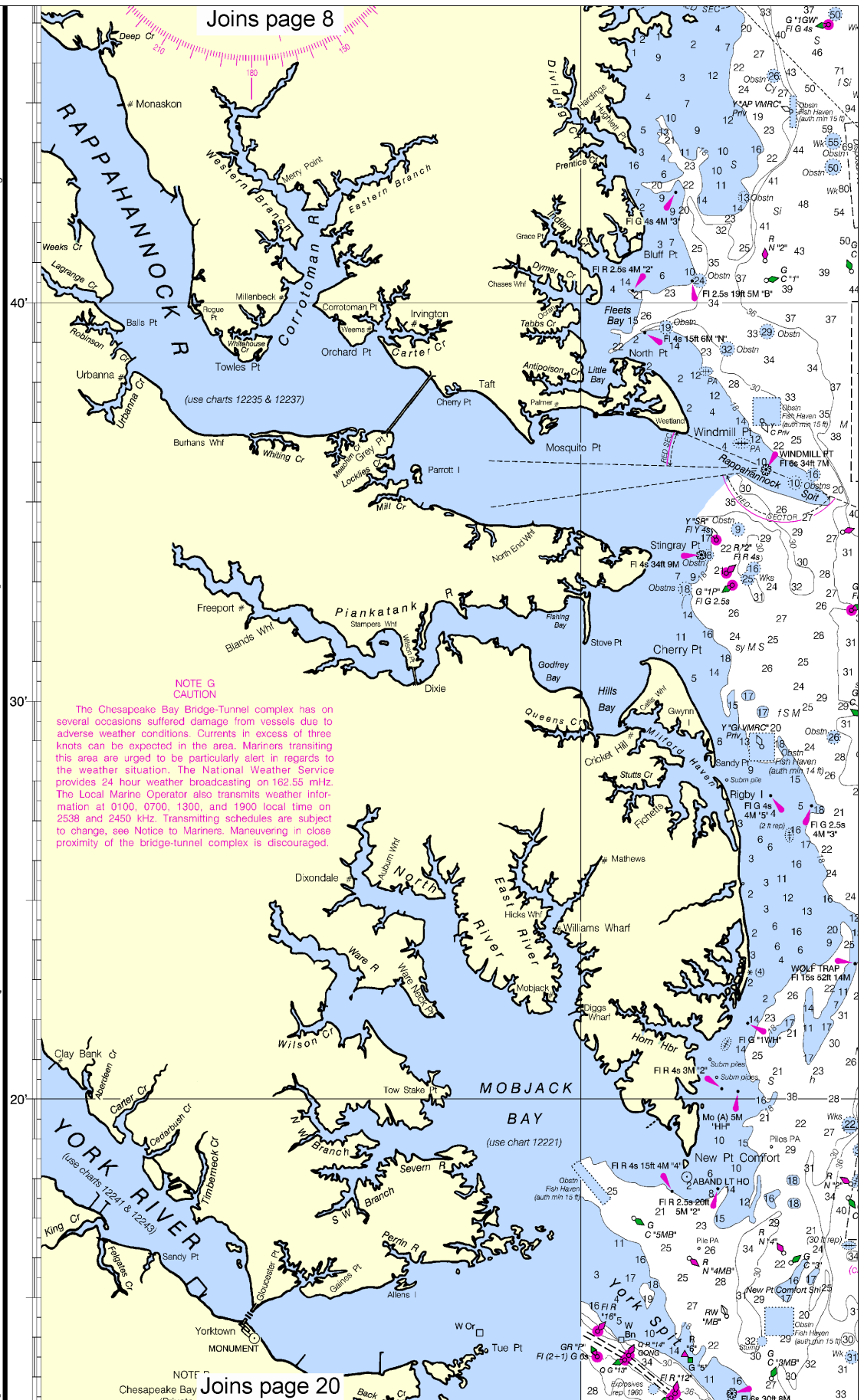
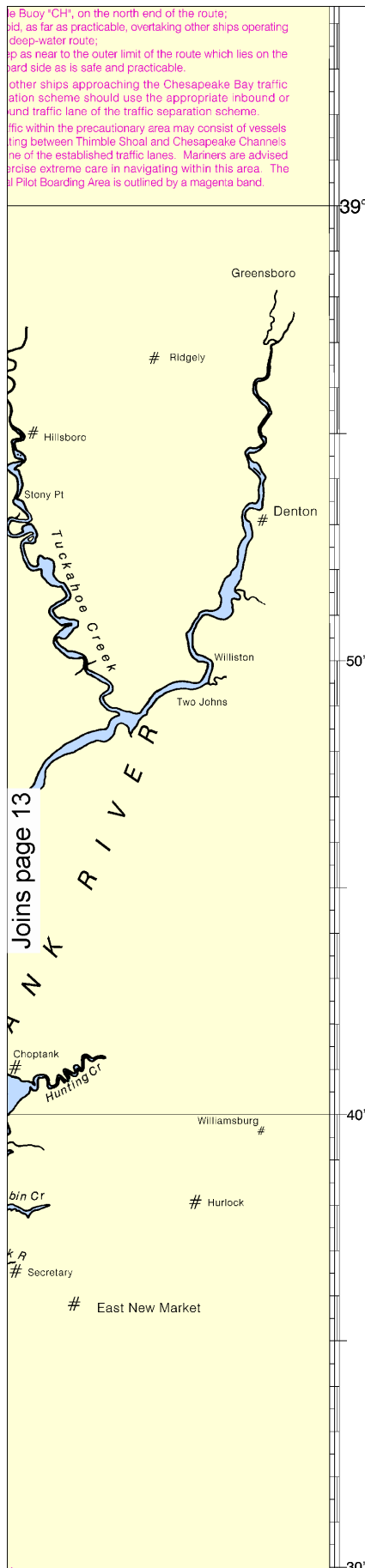
The entire area of this chart is covered by larger scale charts below. See larger scale charts for Source Diagrams which show the most recent hydrographic survey information that has been used for charting.

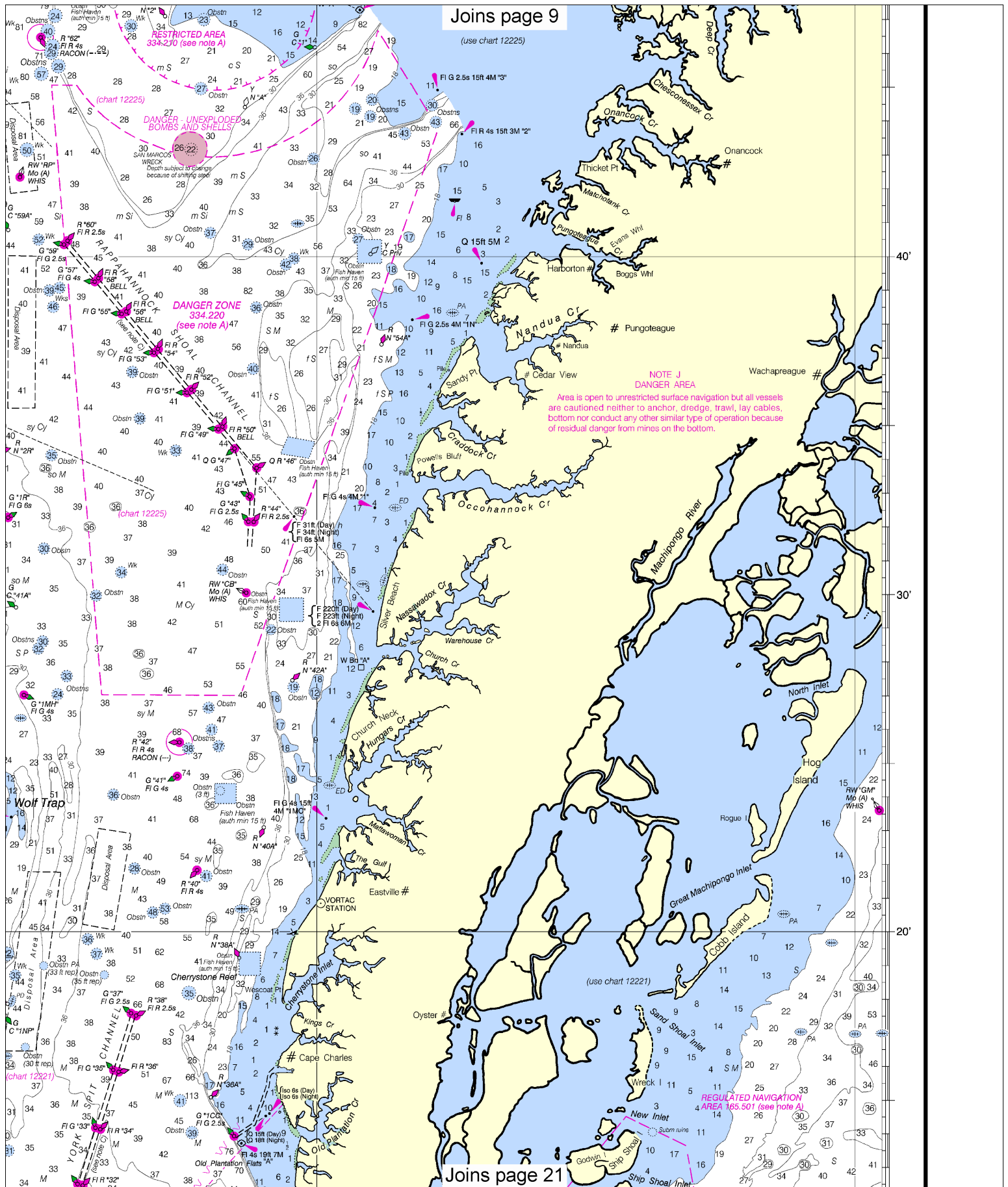












Joins page 9

(use chart 12225)

RESTRICTED AREA
334-270 (see note A)

DANGER - UNEXPLODED
BOMBS AND SHELLS

DANGER ZONE
334-220
(see note A)

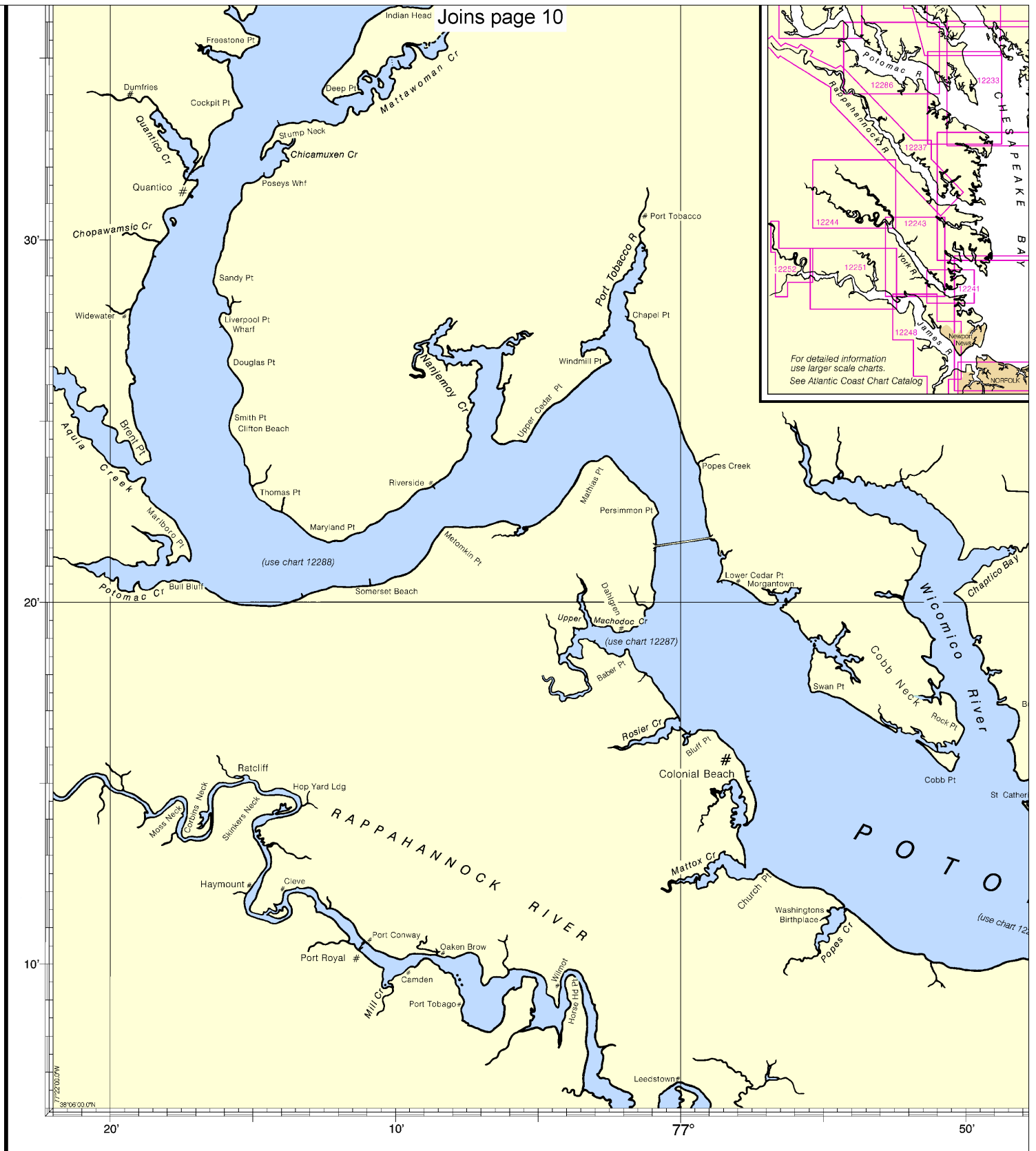
NOTE J
DANGER AREA

Area is open to unrestricted surface navigation but all vessels
are cautioned neither to anchor, dredge, trawl, lay cables,
bottom nor conduct any other similar type of operation because
of residual danger from mines on the bottom.

Joins page 21

(use chart 12221)

REGULATED NAVIGATION
AREA 165.501 (see note A)



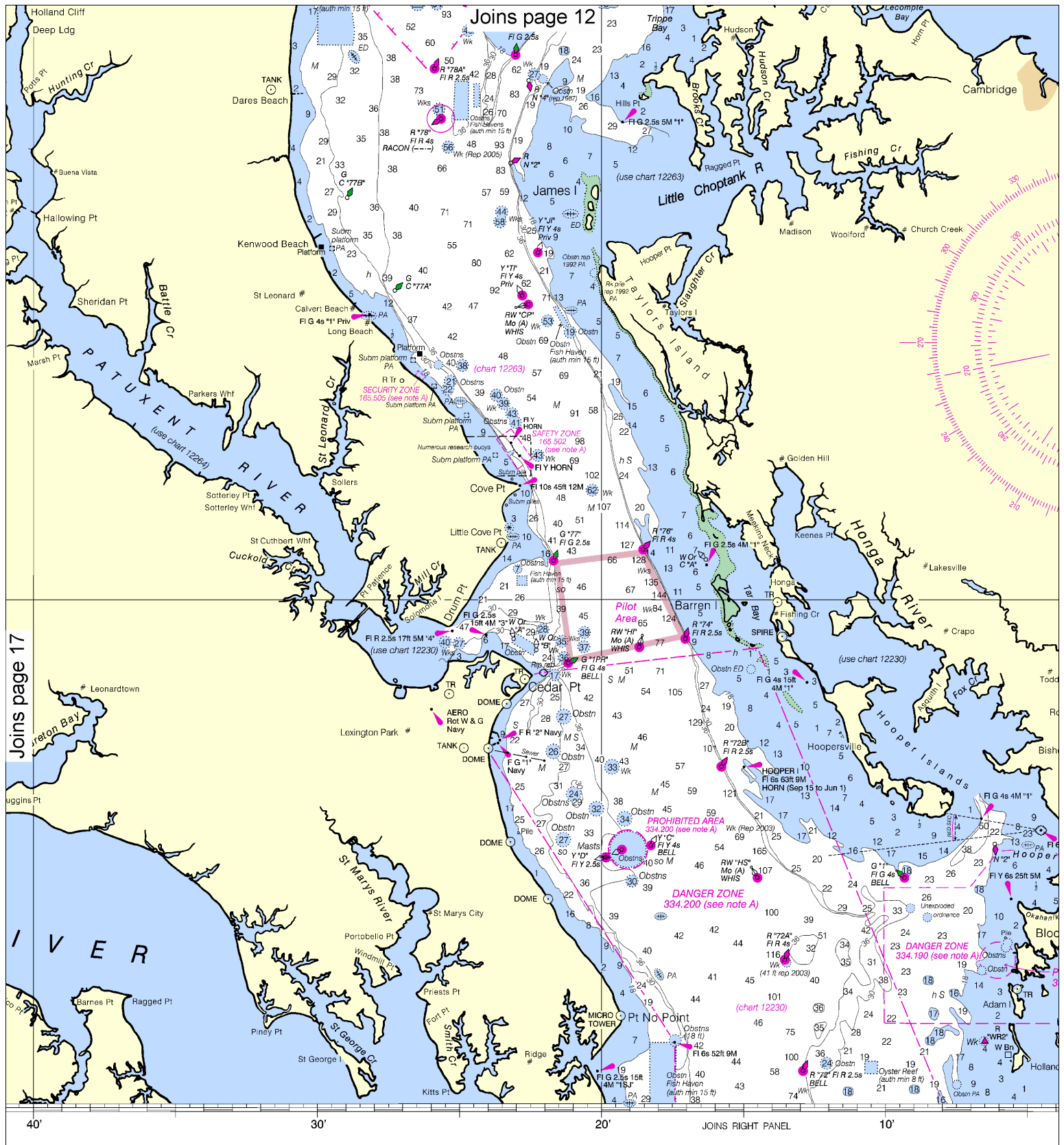
10th Ed., Dec. /11 ■ Corrected through NM Dec. 17/11
Corrected through LNM Dec. 6/11

12280

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

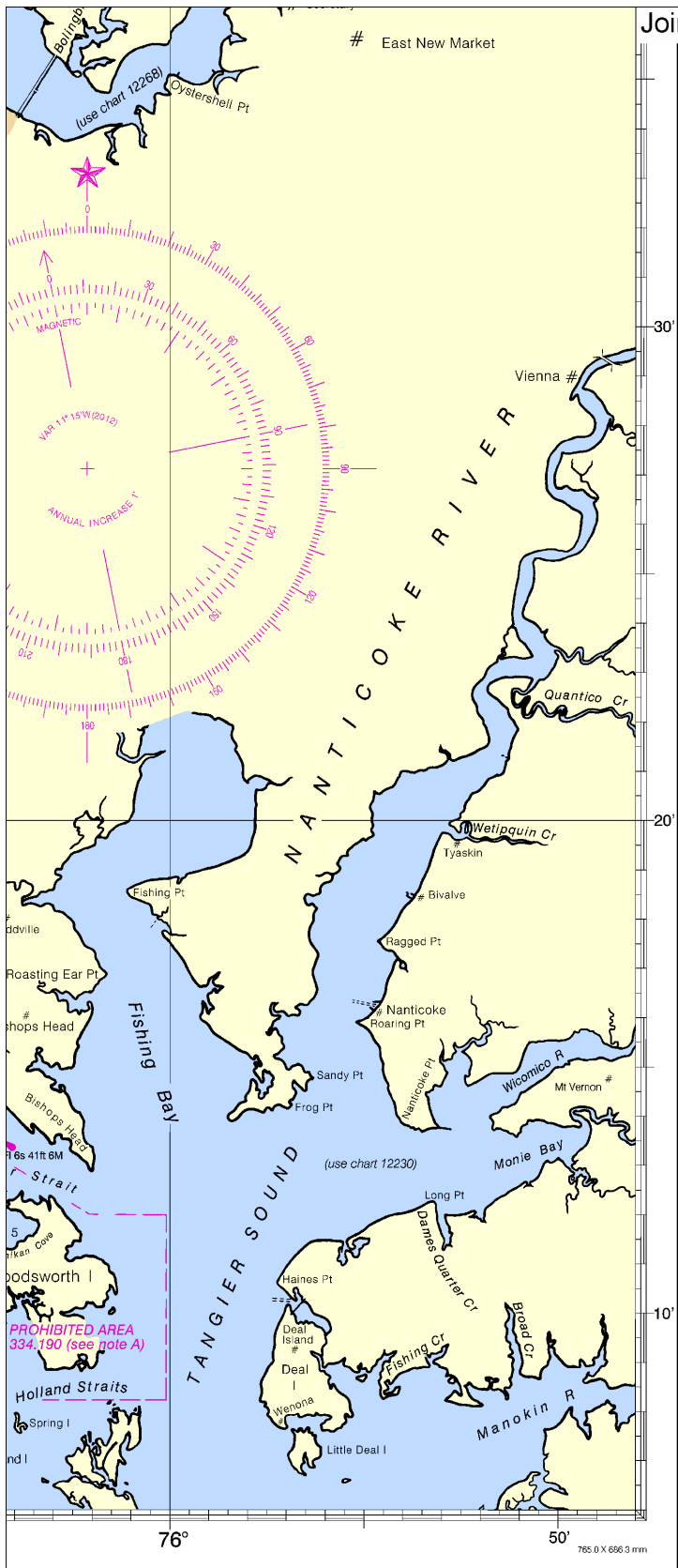
SOUNDINGS IN FEE



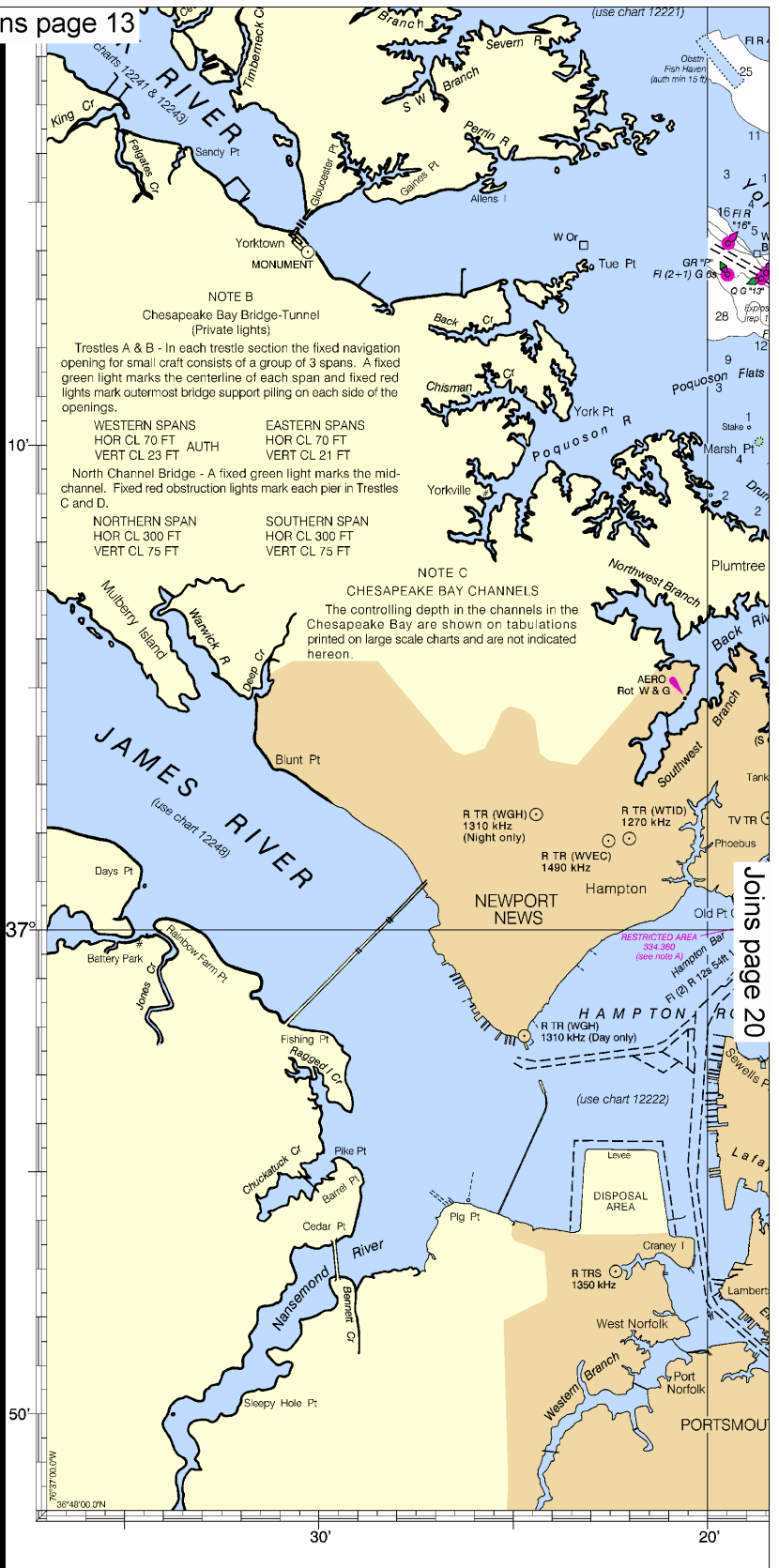
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NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY SERVICE

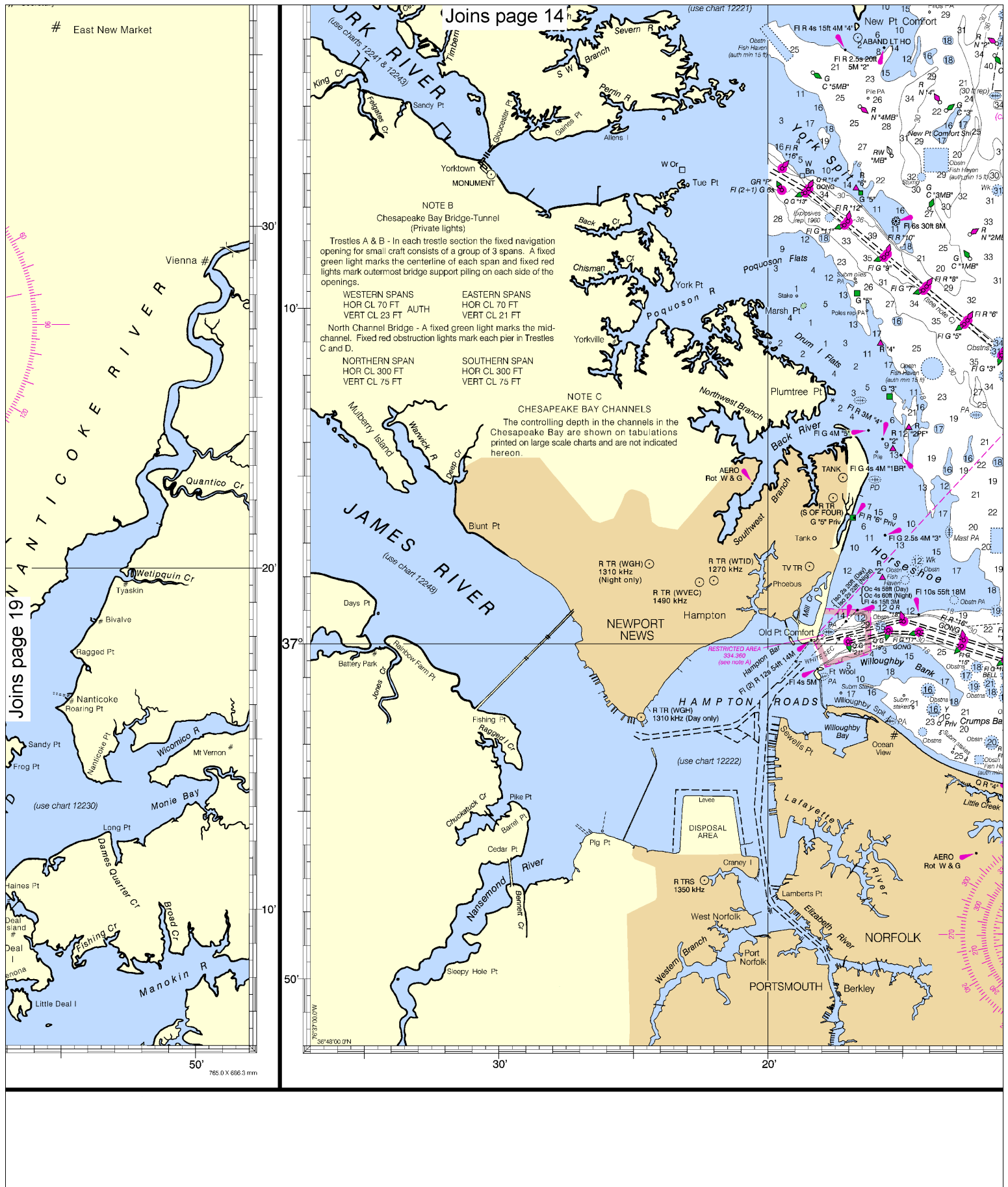


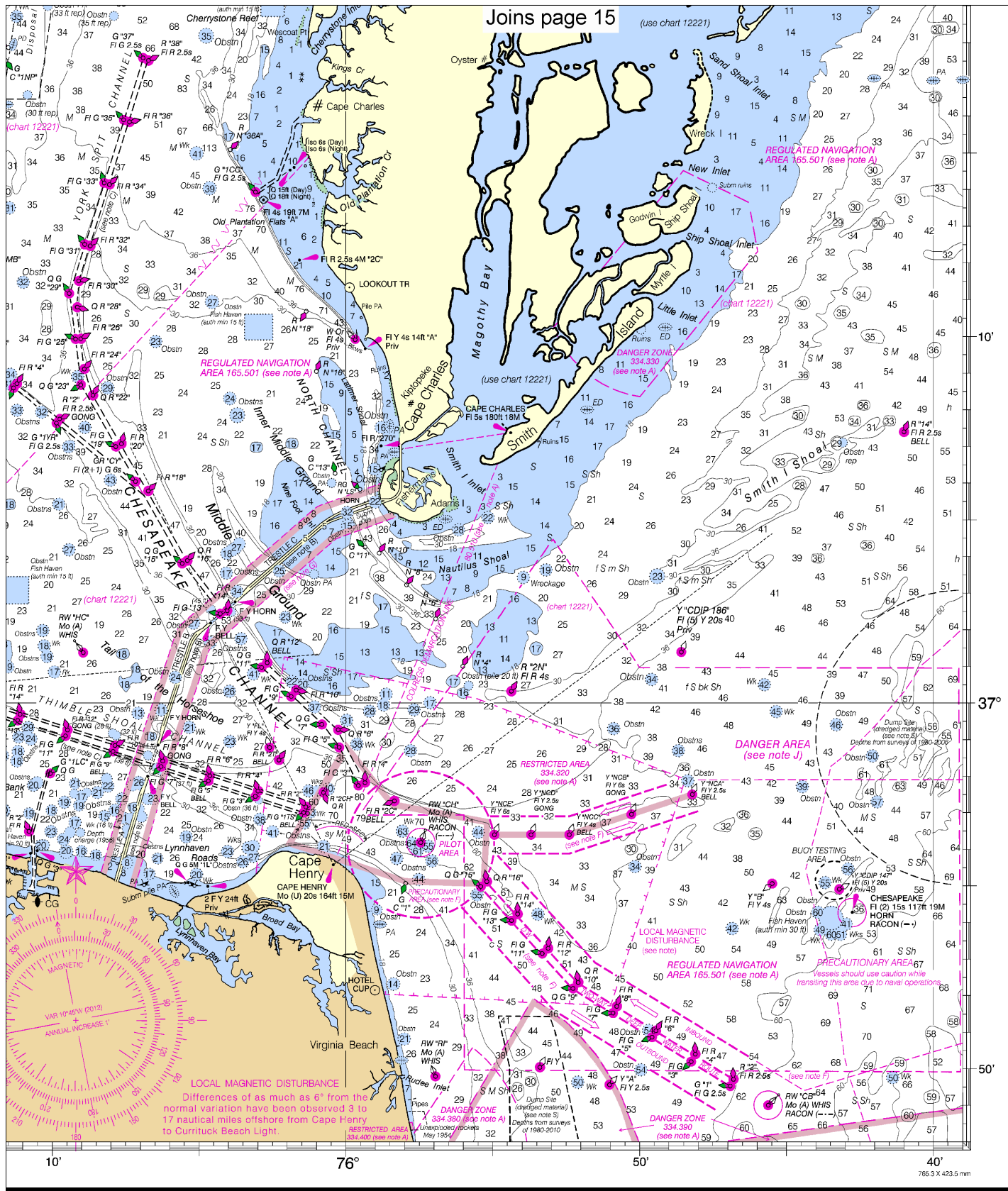
Joins page 13



Joins page 20

ington, D.C.
F COMMERCE
PHERIC ADMINISTRATION
SERVICE
VEY





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Chesapeake Bay
SOUNDINGS IN FEET - SCALE 1:200,000

12280

ED NO 10
NSN 764201 4386360
NGA REFERENCE NO. 12AC012280



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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NOAA's Office of Coast Survey



The Nation's Chartmaker